



ARE YOU  
LOOKING FOR **A Home?**

**A place to Settle?**

872

FOR YOURSELF,      FOR YOUR SONS,  
YOUR FAMILY,      YOUR DAUGHTERS.

The **A**dvan**t**ages

of the

**PRINCE ALBERT**  
**DISTRICT**  
**SASKATCHEWAN.**

ARE

**UNSURPASSED**

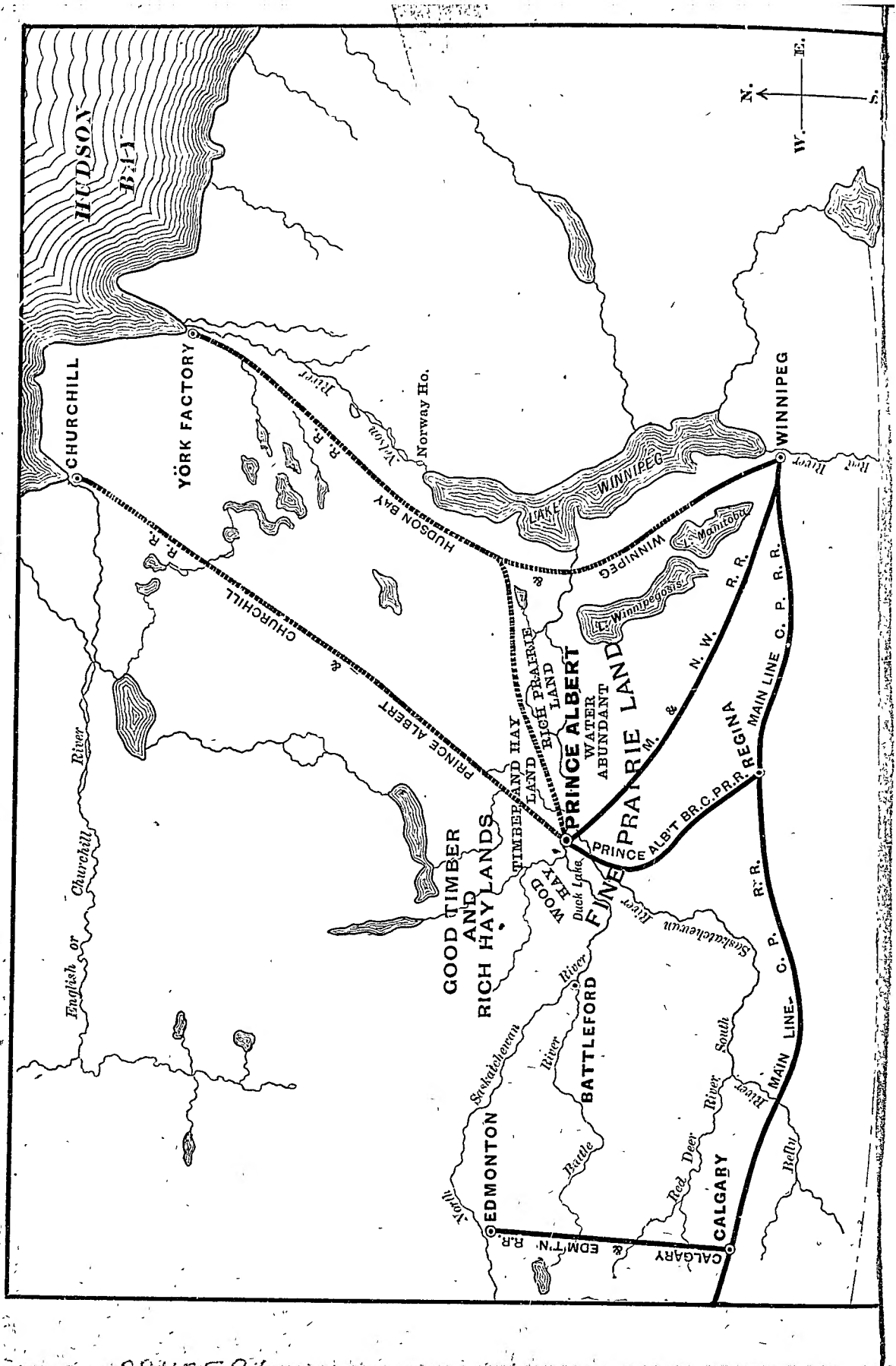
FOR **RICH LANDS!**

**O**PINIONS OF  
**Disinterested**  
**Parties**  
On this  
**SPLENDID DISTRICT.**



**FARMING,**  
**GRAZING,**  
**TIMBER,**  
**HAY.**

Read the Story *of the* **Saskatchewan.**



# INTRODUCTION.

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This little pamphlet is dedicated to those in search of a home, with a view to circulating information which will be to their benefit. The matter contained herein, about the Prince Albert district, has all been written by outsiders, who have visited the country for the purpose of inspection. It has not been prepared to any extent by parties interested in the district, and therefore may be fully accepted by the reader, as the unbiassed opinions of disinterested persons, who visiting the country have seen for themselves.

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## Map on Opposite Page.

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The accompanying map will convey a fair idea of the geographical position of Prince Albert. It is reached by railway from Winnipeg to Regina, and thence by the Prince Albert branch of the C.P.R. The distance is 357 miles from Winnipeg to Regina, and 247 miles from Regina to Prince Albert. The Manitoba and Northwestern Railway is completed 279 miles from Winnipeg, this being over half the distance and it is being gradually extended, until Prince Albert will eventually be reached. The other two railways shown as extending from Prince Albert to Hudson's Bay are yet in the future. They are merely given to show how direct a route could be established to the great inland sea, either by a railway to Port Churchill, or by a shorter line to connect with the proposed Winnipeg and Hudson's Bay Railway. The map also shows navigable water routes. Steamers can run from Winnipeg, on Red River, down to Lake Winnipeg, and thence down the lake to the mouth of the Saskatchewan river. On the latter river steamers can run from Prince Albert down to Lake Winnipeg, or up to Edmonton, where connection can be made with the Calgary and Edmonton railway, which will be completed this summer, 200 miles now being constructed. The distance from Prince Albert to Hudson's Bay is about 500 miles. This map shows at a glance the favorable situation of Prince Albert, as likely to become an important commercial centre.

## Report of Dakota Delegates.

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Agent Bliss and party of Dakota delegates left for the south this morning after inspecting the Prince Albert district. The following report signed by every member of the delegation was handed your correspondent for the *Free Press*.—

“We the undersigned, composing a delegation of farmers from the counties of Griggs and Steele, State of North Dakota, district of Rainy River, and Renfrew County, Ontario, state that we have visited and carefully inspected and examined the country adjacent to the town of Prince Albert, district of Saskatchewan, and find it a very much superior district for mixed farming purposes than any other district we have hitherto inspected, and we would recommend to all intending settlers the advisability of inspecting the Prince Albert district before locating elsewhere. The soil is of the first quality, with an abundance of good wood, sufficient for all building and fuel purposes, plenty of excellent water and good hay lands, and at the time of our visit the crops throughout the settlement were in fair condition.

Signed,

PETER B. HELLAND, Sharon P.O., Steele Co., N.D.

WM. HOWDEN, Cooperstown, Griggs Co., N.D.

ELF. OLSON, Ottawa P.O., Griggs Co., N.D.

J. A. BOLE, Pembina, Renfrew Co., Ontario.

GUDEMOND GUDEMOND, Coopertown, Griggs Co., N.D.

JAMES PHALEN, Forrest River, Walsh Co., N.D.

RICHARD RUTLEDGE, Keewatin, Rainy River district.

E. W. McCRAE, Ottawa P.O., Griggs Co., N. D.

May 28th, 1891.

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THE report by Otto J. Klotz of his surveys near Prince Albert contains the following paragraph. “Never before in my years of service in the Northwest did I see the vegetation more luxuriant than last summer, and generally speaking, the luxuriance increased as we proceeded northward, natural grasses, roses, flowers, pea vines and vetches giving an ocular demonstration of the richness of the soil and showing the natural resources which still lie dormant, and which will eventually furnish beef and bread-stuffs to hungry nations.

# The Resources of the Prince Albert District.

SOIL, AGRICULTURE, STOCK, CLIMATE, PHYSICAL FEATURES, FISH, FRUITS,  
BIRDS, ANIMALS, TIMBER, WATER, MINERALS,  
FUEL, ETC.

From "The Commercial," February 2nd, 1891.

The residents of Prince Albert and district believe they have the very garden of Western Canada. A dissatisfied settler is a *rara avis* indeed. Not one such was found during our visit. On the other hand, they all seemed thoroughly satisfied with their location. Notwithstanding the disadvantages of the past, from lack of railway communication, they have, as a rule, done well, and they have never lost faith in the future of their district, believing that its great resources and natural advantages would in time bring them railways and settlers in abundance. On account of the distance from market, they have not been able in the past to farm as extensively as many of them desired to do. This difficulty is now removed. As for stock, they are all rich in this respect. Now that the country has been opened by railway communication, its future is assured. For those who come prepared to take hold and work willingly, and make the best of their opportunities, there is every assurance of success. They can here make comfortable homes for themselves, and in a short time lay the foundation for future prosperity.

## PHYSICAL FEATURES.

The country is decidedly undulating in its nature. From Red Deer hill, south of Prince Albert, a beautiful view can be had of the surroundings for many miles. The country is picturesque and diversified in appearance. It is a park country in the truest sense of the word. Strangers who have passed over the open plains to the south by rail sometimes go away with the impression that this is rather a monotonous country. They fancy they have seen the whole country, and that it is all alike. If they would take a trip north they would have their eyes opened to the fallacy of this idea. Here is a country as pleasing to the eye as could be wished for. A delightful country of lakes and clear streams, with scattered clumps of trees everywhere over its undulating surface, giving it the appearance of a vast garden—a park laid out by nature for her own pleasure. The British delegates who visited Western Canada last fall, greatly admired this district, and some of them

compared the country to the midland counties of England, so famous for rural beauty.

#### SOIL.

The soil of the Prince Albert country is of the deep black mould, peculiar to the very richest portions of the prairie country of Western Canada. Here this black mould attains unusual depth. The richness of the soil is shown by the luxuriant growth of vegetation. A depth of four feet of this rich soil is not unusual. It has been proclaimed by experts as practically inexhaustible. Nor is the area limited. East, west, and south of Prince Albert, there is a vast region which answers to this description, while north there is a great timber country, which also possesses a fine soil. It is a great mistake to suppose that this country north of the Saskatchewan is not valuable from an agricultural standpoint. Settlers, however, as a rule will not go into the woods when they can locate in the more open lands south of the river.

#### AGRICULTURE.

It is necessary to add but little under this head to what has been said elsewhere in this particular. The reader is referred to the articles "What the Settlers Say" and "Prince Albert Wheat," which appear in this pamphlet. Suffice it is to say, that all grain crops grown anywhere in Western Canada, do well, while roots, as may be imagined from what has been said under the head of "Soil," produce phenomenally. Experiments were made during the season of 1890 with English two-rowed barley, with success. The British delegates, one of whom was a barley expert, pronounced the samples very fine. Last year 103 pounds of potatoes were grown from one pound of seed, and the yield of another small patch of potatoes was placed at equal to 900 bushels per acre, the patch being less than an acre. Oats last year reached as high as 80 to 90 bushels per acre as the maximum individual yield.

#### STOCK.

The reader is also referred to the article "What the Settlers Say," for information about stock. Horses, cattle, sheep and hogs do well. There is an abundance of summer pasture, and also of winter fodder, in the rich natural grasses of the prairie. Pure water is readily obtainable. The climate is healthy, and animals are very free from disease. Opinions vary as to what class of stock proves the best adapted to the country, which only goes to show that the country is suitable for the raising of animals of various sorts. The natural conditions are certainly very favorable for all kinds of grazing animals, while winter fodder is so easily and cheaply obtained, that there is nothing to fear regarding the expense of winter feeding. The season of winter feeding is shorter here than in Eastern Canada.

#### CLIMATE.

The climate may be described as similar to Manitoba. The

greater distance northward does not seem to increase the average degree of cold to any noticeable extent. The climate is clear, dry and healthful. There are no diseases peculiar to the country, afflicting either man or beast. The summer day is long and bright. The winter, clear, calm and steady. The region is free from severe storms. The terrible blizzard of winter, which sweeps over the open plains of Dakota, is here unknown, and there is no fear of the death-dealing tornado or cyclone, for they have never visited the country. The district is safely out of the storm belt, which more than counterbalances the more northern latitude, and renders the climate even more pleasant and enjoyable than regions a thousand miles to the south. Ladies drive out in the winter for pleasure. Until the present winter the residents of Prince Albert had to drive 300 miles to reach the railway, but this did not deter them from going abroad in the winter, for pleasure or business. For instance, last winter a large party made the drive to the railway, in order to be present at a curling tournament in Winnipeg. If the winter climate were to be dreaded we would not find men starting out on such a long drive for pleasure. At the time of the writer's visit to Prince Albert, during November and the first half of December last, the weather was superb. There was no snow. Cattle were feeding out on the prairie. The days were bright and mild, and even a light overcoat was unnecessary much of the time, while furs were useless.

#### FUEL AND TIMBER

In a prairie country, fuel is an important matter. About this there need be no fear, so far as the Prince Albert district is concerned. Right across the river from the town commences a vast forest, which extends hundreds of miles northward and eastward. This timber is easily reached by the streams flowing into the Saskatchewan from the north. In the country south of the river there are also numerous patches of small timber all over the district. Instead of wood fuel being scarce here, a large business is likely to be done in shipping out cordwood southward by rail to less fortunate districts. Cordwood is worth about \$1.50 per load at Prince Albert. Coal also abounds along the Saskatchewan river further west. John Macoun, the well-known botanist and writer on physical geography states that there are 211 miles of coal exposure along the banks of the Saskatchewan, coal could therefore be laid down by water at a minimum cost, at points anywhere along the great river. So far as the fuel question is concerned, it can be summed up as follows: Abundance, at a very low cost.

The principal variety of timber to the north is spruce. This is the kind mostly manufactured into lumber. Tamarac, poplar and birch are also sawn at the mills. (See articles on lumbering industry). There are many other varieties of trees and shrubs. The aspen poplar is most widely distributed over the prairie portion. White and black spruce, banksian pine, balsam, poplar, elm, ash-leaved ma-

ple, willow, cherry, etc., are among the other trees most common to the region.

#### MINERALS.

Knowledge on this point is yet rather indefinite. The vast country to the north is practically unexplored, and there are, no doubt, valuable mineral deposits existing about which nothing is known. What little investigation has been made, however, goes to show that in addition to its other resources, there is a great deal of mineral wealth in the territory surrounding and tributary to Prince Albert. Gold can be obtained from the bars of the north Saskatchewan river, within the corporation limits of Prince Albert, and at other places along the river. It is the belief with many that this gold is washed down from streams flowing into the Saskatchewan from the north, as gold is also found in these streams. Dr. Porter, of Prince Albert, who made an exploration trip last summer, found gold from surface washing along some of the streams flowing into the Saskatchewan, northwest of the town. Onspot prospected gave quite rich returns from surface washing. Silver and galena specimens have been procured 100 to 150 miles north. Specimens of galena were very rich. There is no doubt as to the existence of iron deposits in various sections. Copper has been found, particularly at Pas Mountain, near Cumberland. Salt has also been found, and it is also believed to exist in several sections, particularly south and eastward. Sulphate of soda exists in a large deposit, and carbonate of iron, useful for manufacturing paint, has been found. Other paint material exists near La Corne. Moulders' sand has been found, while marble and slate exists to the north. Clay suitable for red and white brick is obtained near Prince Albert. Specimens of mica have been brought in from the north, and from the description given by the discoverers, the deposits of this article must be valuable. It was reported to exist in large blocks, several feet square. Indications of coal have been found in the cut banks of the river, but these have not been investigated sufficiently to give an honest opinion of their value. Farther west on the north Saskatchewan there is no doubt as to the value of the coal deposits, and it is quite possible that these deposits extend eastward to the Prince Albert district. Away to the north-west is the vast petroleum territory, about which a good deal has been heard, and which is believed by experts to be the most valuable petroleum region in the world. This petroleum territory is beyond the confines of what may be termed the Prince Albert district, but nearer Prince Albert there are also indications of oil. Limestone is abundant, lime being prepared at Prince Albert.

#### FRUITS AND FLOWERS.

Wild fruits of many varieties are abundant. Among these an important variety is the cranberry of commerce. This grows in abundance in swampy places throughout the district. The berries



are gathered by the Indians and sold to the merchants and others. They are preferred by some to the cultivated berry, having a richer flavor. The high bush cranberry is very plentiful, but less valuable, though when gathered on the green side it makes an excellent jelly. Raspberries and strawberries are abundant. There are several varieties of wild cherries. The blueberry is also a prolific fruit. There are also several varieties of wild currants, both red and black, and gooseberries, some of which have been cultivated, and are greatly improved thereby. There are other varieties of wild fruits not so generally used. Where so many fruits grow wild, there should be no doubt as to the production of many cultivated varieties.

As for flowers, the prairie is one vast flower garden during the summer season, from the prairie crocus, which makes its appearance with almost the first ray of warmth in the spring, to the yellow varieties of the late autumn.

#### ANIMALS, BIRDS AND FISHES.

There is a long list of fur bearing and other animals which may be found in the district. Among the fur animals is the lynx, several varieties of the fox family, black and grey, timber and prairie wolves, beaver, otter, marten, fisher, mink, muskrat, brown and black bear, red and flying squirrel, gopher or ground squirrel, skunk and badger. The deer family is well represented. The elk or red deer as it is called, is frequently met with. This is a noble animal of the deer family. There is also the moose and cariboo, the latter the third in size of the deer species, and the jumping deer, farther north a smaller deer is found in large numbers. Rabbits are very numerous in some seasons.

Birds are numerous. Ducks, geese and other waterfowl swarm the country. There are two principal varieties of the goose family, one being known as the snow or wavy. There are two varieties of swan. Of the duck family there twenty to twenty-five varieties. These birds come north in the summer to breed. There are several varieties of the grouse family, including the prairie-chicken, spruce partridge, white partridge, etc., plover and snipe of numerous varieties. Hawks and owls of many kinds, cranes and herons, pelicans, gulls, loon or diver, grebes of several kinds. About all of the long list of Canadian summer birds of the smaller species, also visit the district. A number of birds remain all winter in the country, such as owls, hawks, crows, blue-jay, whiskey jack, butcher bird, wood peckers, snow birds, etc.

Fish abound in the rivers and streams, and particularly in the numerous lakes to the north. Among the varieties of the finny tribes are many excellent food fishes. The whitefish is found in large numbers in many of the lakes, and also an excellent species of trout. Among the other well known species are:—Goldeyes, pickerel or dore, jackfish or pike, sturgeon, tulibes, mullet, sucker, sheep

head, perch, catfish. In the spring of the year, the waters of the Saskatchewan swarm with fish ascending from Lake Winnipeg. A party who witnessed the scene stated, that at Grand Rapids, on the Saskatchewan, he saw the fish ascending in such numbers that they could be raked out of the river in any quantity. The supply of fish in the lakes to the north is practically unlimited and a large industry is sure to grow up in taking these fish for shipment to all parts of the country. Trout of fine quality, weighing from 10 to 25 pounds, are found in these lakes. These northern whitefish are also of a very fine quality, and they attain large size, some being caught which weigh from ten to thirteen pounds each.

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## Prince Albert Wheat.

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Prince Albert has ably sustained the reputation of the fertile belt of Western Canada in the claim that it produces the best wheat in the world. A great many countries grow wheat, but the area wherein the famous hard wheat can be grown is limited very largely to the prairie region of Western Canada. Wheat attains its greatest perfection in the northern prairie regions of Canada, but just how far north this wheat belt extends has not yet been determined. At any rate it has been proved that it extends to and beyond Prince Albert, and in this district is a vast region capable of producing wheat of finest quality. Prince Albert may yet become the great hard wheat market of the world. This district is nearer the great wheat markets of Europe than other wheat exporting portions of the continent. A railway haul of about 500 miles would take this wheat to a port on Hudson's Bay, where it could be shipped by water direct to Liverpool or other import grain centres. At Hudson's Bay it would not be much farther from Liverpool than Quebec, and the difference in the cost of carriage by water for a hundred miles or so farther would be trifling. In time this northern route will assuredly be opened, and then the famous wheat of this region will be poured into British markets in its purity, for there would be no inferior wheat tributary to this route which could be used for mixing. The milling trade of Great Britain is deeply interested in procuring a supply of this choice northern hard wheat in order to compete with importations of foreign flour. It is therefore in the interest of the British milling trade that it should assist in securing the opening of the Hudson's Bay Route.

A good deal will be said in other articles as to the adaptability of the Prince Albert district for growing wheat. What will be said in this article will be of a specific nature. A representative of THE COMMERCIAL, when in Prince Albert recently, came across a sample of wheat which was a surprise to him. He had seen nothing like it among hundreds of samples examined this season in other parts of the country. A bag of this wheat was procured by the publisher of THE COMMERCIAL, and samples of the grain were forwarded to grain exchanges, milling publications, and leading wheat and flour dealers and experts in Canada, the United States and Great Britain. The wheat we refer to was grown by William Plaxton, whose farm is six miles from Prince Albert. The samples sent out were not hand picked, as is usually the case with such, but

just as it came out of the farm granary. The wheat was grown in 1890, which is generally regarded as the most unfavorable year experienced for almost a decade so far as producing a fine quality is concerned. The wheat is of the "Ladoga" variety, which was imported from Russia by the Dominion Government a few years ago, for testing in Canada. This wheat, it is claimed, ripens considerably earlier than red fye, which is an important factor in the northern region. By cultivation in the hard wheat region of Canada this wheat becomes harder and is generally improved in quality. This was shown by comparing the wheat grown each year in succession from the original seed. The sample sent out was a pure hard wheat, bright and clean, weighing  $66\frac{1}{2}$  pounds to the Imperial bushel and yielded about 35 bushels per acre. We requested a statement from Mr. Plaxton as to his experience in growing the wheat, and following we give it in his own words:—

"In 1888 I got 3 lbs., and sowed it on the 7th May, and harvested it on the 30th of August; thrashed 96 lbs. of good clean grain. In 1889 I sowed 96 lbs. on the 16th of April, covering about an acre of land, sowed broadcast. Harvested it on the 6th August and threshed 14 bushels 68 lbs. of first-class wheat. The crop this year was light on account of the drought. In 1890 I sowed five acres on the 22nd of April, sowed broadcast about two bushels per acre and harvested it on the 15th of August and threshed 172 bushels of which you have a sample. This year (1890) I had Red Fye wheat, White Russian and Ladoga, sown side by side on the same kind of soil. The Ladoga ripened and was cut five days earlier than White Russian and ten days earlier than Red Fye. Yours truly,  
WM. PLAXTON."

Following are some of the replies received to the samples sent out:—

From the *Northwestern Miller*, of Minneapolis, the leading milling journal of the United States: "Truly a remarkable sample."

From *Daily Business*, the grain trade paper of the Chicago board of trade: "The *Daily Business* has received from the Winnipeg COMMERCIAL a sample of Ladoga wheat, raised in the Prince Albert district, territory of Saskatchewan, 350 miles north of the international boundary line. It is a beautiful wheat, weighs about 65 pounds to the measured bushel, and is said to be equal, for flouring purposes, to any wheat grown. It was raised on the farm of William Plaxton, and is the third crop raised from the imported seed. It was sown about April 22nd, and harvested August 15th. It has many of the qualities of Red Fye, but ripens ten to fifteen days earlier. With each year of cultivation the grain improves, growing thinner in hull and harder."

E. Seckel & Co., grain commission merchants, Chicago, write: "Your favor received, and also sample of wheat, for which accept our thanks. We exhibited same on 'Change and it attracted quite a good deal of attention. We must say that it is the finest sample of spring wheat we have laid our eyes on. One of our millers here would like to know the value of this wheat in your market, and the rate of freight to Chicago, if you can kindly give us the same."

A. C. Buell & Co., a leading Chicago grain firm write: "I have your letter, accompanied by a sample of splendid wheat. A country that can

raise such wheat as that sample will be sought after before many years, as the product of Minnesota and Dakota is fast deteriorating."

Kirkpatrick & Cookson, grain commission merchants, of Montreal, say: "Your favor duly received and noted, as well as the sample of Ladoga wheat. It is certainly a very handsome sample and has been greatly admired. Is the bulk all as clean as this sample? At what could a car or two be sold, as an introduction of the variety? We might be able to use a little bye-and-bye."

From the publisher of the *Miller's Review*, Philadelphia: "With reference to the sample of wheat grown in the Prince Albert district, my people at the office report it to be something entirely outside of their experience, and they know pretty well what fine wheat and large crops of it are. I desire to show this wheat on our Exchange, and I will report to you the opinions of some of its members. It seems to me the wheat matures in a remarkably short time from the date of sowing. I will be pleased to write you what our dealers have to say about it." Yours truly, H. L. EVERELL.

*Miller's Review*, Philadelphia, Pa.: "Among the samples displayed by Hancock & Co., of the Philadelphia Commercial Exchange, recently, was a small one from the territory of Saskatchewan, nearly three hundred and fifty miles north of the boundary line between the United States and the British possessions. It excited considerable attention, partly from the fact that the samples on the tables of Hancock & Co., usually are of interest to buyers, and partly, too, from the fact that the grain in the little blue box was of an exceptionally fine type of red spring wheat. The letter appended gives the history of our getting it, and as we did not wish to keep the sight of such beautiful stock from the appreciative gaze of millers and commercial men, we submitted it to Maj. Hancock, and through his offices it was introduced to the Chamber and to the notice of the members on 'Change. The Major pronounced the wheat as handsome as any he had ever seen, and he was sorry that the machinations of freight combines and tariffs so effectually kept such stock away from millers and grain men in this section and prohibited any substantial investment in this fine product of the far North.

These letters speak for themselves. Prince Albert has established its claim, and further comments is unnecessary.

Three small bags were sent to *The Miller*, London, England, upon which that journal comments as follows:—

"We are greatly obliged for the splendid samples of wheat which have reached us. The grain, which is in very fine condition, is a magnificent sample of Northwestern wheat, and was shown by the chondrometer to weigh 66½ pounds to the bushel. A sample has been exhibited on Mark Lane Corn Exchange, where it was pronounced by competent judges to be fully equal to the choicest Duluth wheat, and was valued—taking a mean quotation—at 41 shillings per quarter. We shall be pleased to forward small samples of the wheat to any millers who will notify their wish to receive them."

In another column *The Miller* says, under the heading of "Wheat in Saskatchewan:—

"A few years ago the Dominion Government acting under the advice of experts, imported a certain amount of Russian seed wheat, with a view

of testing these hardy varieties in Manitoba and the Territories. It is reported that the experiment has proved a success, and in the correspondence of this issue will be found a letter from the publisher of *THE COMMERCIAL* which gives some remarkable details respecting the cultivation of Ladoga wheat in the territory of Saskatchewan, 350 miles north of the boundary of Manitoba and Dakota. The samples to which he refers have been examined on the Mark Lane market, and were there held to be as fine specimens of hard spring wheat as could be well desired. When tested by our chondrometer, this wheat did indeed weigh  $66\frac{1}{2}$  pounds to the bushel, and in all respects it looked a "miller's wheat." It will be noticed that Mr. Steen refers to the projected Hudson's Bay Railway as likely, if ever carried out, to largely stimulate the culture of this magnificent grain, because in such a case a rail transit of 500 miles would take the wheat to Port Churchill, whence a sea voyage of 3,000 miles would lay it down in Liverpool or London. The project in question was discussed in *The Miller* for Feb. 3 of last year (see vol. xv., p. 518). The great advantage of such a route would be the likelihood that wheat so conveyed would reach our shores in pure condition, inasmuch as the cost of bringing inferior grain from the east and south would almost prohibit any tampering with the genuine "hard grade."

As will be observed by the first quoted extract from *The Miller*, the Prince Albert wheat is likely to be distributed directly to the millers of Great Britain (the very people whom it is most desirable it should reach), as a result of the sample sent to the great British milling journal.

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## What the People Say.

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There is no knowledge like that which comes from long experience. A country may look pleasing to the eye, when visited at a certain season of the year, but practical experience might show this fair exterior to be very deceptive. The country around Prince Albert certainly presents a most inviting appearance. It may be truly said that no fairer land lies out doors. But as appearances are sometimes most deceptive, the readers of *THE COMMERCIAL* will not be asked to rely upon these alone. Happily the district has been settled by a few pioneers long enough to allow of a thorough test of its capabilities. Without further comment we will give the statements of some of these settlers.

Captain Craig, an intelligent Scotchman, who has been a resident of Prince Albert for several years, says that farming will prove successful if settlers will take the right way about it, and come prepared to work. He has farmed seven years in succession, and is therefore competent to give an opinion. He further says: "Those farmers who to the necessary skill have added industry, the result has been in a high degree satisfactory and many have attained prosperity and independence from extremely slender beginnings.

Spring wheat is grown, winter varieties not suiting the climate. Since 1885 red Fyfe has been chiefly grown as well as white Russian and other varieties, and latterly Ladoga has been introduced by samples sent out by the Dominion Government. All these varieties have done well.

Except in 1887, which was an unusually late season, there has been

little or no damage by frost to the wheat crop here in recent years; and the belief is confidently held, that with the more general settlement of the country, progressive agricultural methods, and close attention and research as to variety of seed, injury and loss from this cause, if not entirely obviated, will at least be greatly lessened. With regard to the cultivation of oats and barley it has only to be said that these grains are raised here just as easily and with as good results as anywhere else. Potatoes, turnips, carrots, mangold and beets are a sure crop. They all yield well; are in quality second to none and particularly free from disease or damage from insects. Garden vegetables do well, and are more or less grown by farmers.

Beef animals are raised with little trouble or expense; they are usually rolling fat on the natural summer pastures and natural hay, and the straw piles in winter bring them through in good condition. Hundreds of excellent animals are annually bought up in the district for outside markets as well as for local consumption. It is not claimed for this district that it is safe or economical to winter out cattle or better class horses in ordinary seasons, although native ponies do wonderfully well pawing for their living. Sheep are not very generally kept, although it has been found they do remarkably well and there are already a few flocks attaining considerable dimensions. Pigs are reared by almost everybody, but not in such numbers as they might be. This will no doubt be one of the great industries of the future."

William Miller came from Huron, Ont., in 1870, and located in Rockwood, near Winnipeg, Man., where he remained for two years. Moved to the Saskatchewan in 1873 and took up land quite close to where Prince Albert now stands. Likes the Saskatchewan country better than Ontario or Manitoba. Has farmed seventeen seasons, and states that his wheat will average about 40 bushels per acre eight years out of the seventeen. The remaining nine years he estimates that his wheat crop would average one year with another 25 bushels per acre. The poorest wheat crop he has had was in 1889, owing to the drought, when the yield was 18 to 20 bushels per acre. This was the first year he had suffered from drought to any extent. The crops of 1890 were later with him than he ever had before, and he had about eight acres of wheat damaged by frost. The balance of his crop escaped serious injury. Mr. Miller has kept a diary since he came to the country, so that his statements are not made from memory. He states that his oat crop has varied from 40 to 80 bushels per acre in different years, except 1889, when it was about 20 bushels per acre. Barley he regards as a very sure crop, and the smallest yield he has had was 20 bushels per acre in 1889. Horses, cattle, sheep and hogs have all done well with him. As the oldest Canadian settler in the district, and one who has farmed continuously since he arrived, Mr. Miller's testimony is of special interest.

Charles Mair, for sixteen years a resident, has farmed for ten years on quite a large scale. His property is within the present corporation limits of the town of Prince Albert. He has never had what could be called a failure in wheat. In 1889 the crop was light from drought, but could not be called a failure. Late wheat had been affected with frost in some years, but this was usually owing to careless farming. There has always been an abundance of hay, even during the driest years, and vast quantities of the natural prairie hay goes to waste annually.

James McArthur, banker, Prince Albert, is interested in a large sheep ranche. He says it costs less to keep sheep over the winter than during

the summer. The region is a great hay country, and hay can be put up for the winter at a cost of about \$1 per ton. Sheep can be kept through the winter at a cost of about 25 cents per head, when handled on a large scale. They are free from disease. Hay has never been scarce. The growth of natural prairie grass is luxuriant. Water is readily obtained everywhere. Where there is not good surface or running water, it can be obtained in wells at a depth of 10 to 14 feet. Mr. McArthur also believes the country is remarkably well adapted to raising horses, and grain and root crops are phenomenally successful.

J. M. Campbell moved to the North Saskatchewan country in 1874. He has a ranch at Stony Creek, 60 miles southeast of Prince Albert. He has farmed about 100 acres and has never had a crop failure. His wheat, one year with another, has averaged 25 bushels per acre or over, while oats have yielded about 50 to 60 bushels per acre on an average for a number of years back. Mr. Campbell, like many others, has given more attention to stock, as the isolated nature of the settlement previous to the advent of the railway, rendered the market for grain rather small. He thinks the country a remarkably favorable one for raising horses. His horses winter out and "rustle" their own living. His horses are of the native breed, crossed with Canadian stallion. They average about 1200 pounds weight. He has taken first prize with horses that were out all winter and were never fed a straw. Cattle require feeding in the winter, though young stock will do without stabling, if fed. Sheep he says do with an open shed for shelter, covered overhead. They require feeding for about two months. Cattle need feeding about three months during the winter, on an average. Hogs have paid him well. In his district, Mr. Campbell says, the settlers are all doing well, despite their distance from a railway. Most of them started poor. They are loaded with stock now, which they sell for Indian and mounted police requirements, and a market for their other products is found in the same way to some extent.

J. Knowles, banker, Prince Albert, is also interested in a large stock and farming enterprise, which has been carried on for four years. On the ranche are 100 horses and fifty head of cattle. About 100 acres of land were cropped in 1890. Wheat yielded  $26\frac{1}{2}$  bushels per acre, and is of fine quality, though a portion which was late was injured by frost. The horses are mostly wintered out, without any stabling. About 77 head will be wintered out this winter. They do better in this way than when kept up and stabled, and come out fat and healthy in the spring. Mr. Knowles thinks cattle require some kind of stabling. For young stock, straw thrown up over a shed will be sufficient shelter. Cattle have been known to live out all winter on what they could pick up, but this is not the proper way of keeping them. Stock of all kinds are very healthy, and Mr. Knowles has never lost a hoof by disease.

J. A. MacDonald, a native of Manitoba, settled on the North Saskatchewan in 1868, and his property is now within the corporation limits of Prince Albert. He was the first settler to take up land and remain on it. He tells the same story of successful operations in farming, and never had what could be called a failure of his crop. His wheat averaged 24 to 30 bushels per acre. Since 1884 he has done little in the line of growing grain, having gone principally into stock. Hay is secured in abundance for winter feeding, and can be put up at a cost of about \$1 per ton. This is the natural

prairie hay which grows without any cultivation, and is always a heavy crop. Cattle are very healthy, they will do on straw, but with good care will make good beef in the spring on hay alone. Mr. MacDonald estimates that it costs from \$10 to \$15 to raise a three years old steer, which is then worth from \$30 to \$40. There are no losses in stock to provide against. Hogs and sheep pay well.

R. J. Pritchard, an old resident, who came in 1873, has devoted his time mainly to stock. It is his opinion that cattle can be raised to better advantage in the Saskatchewan country than on the plains to the south, where cattle ranching is followed on a large scale, and where no provision is made for the winter. In the Prince Albert country hay is put up for the winter, but the cost of this is light, as there has always been an abundance of it. There are no losses to provide against among stock in the winter, such as cattle men in the ranching district to the south meet with occasionally, and this more than compensates for the cost of winter feeding, as against the districts where no winter feeding is done. Mr. Pritchard has known cattle to live out all winter and pick their own living, and come out well in the spring, but this is not given as a safe plan to be followed. In one case some freighters left an ox which had become tired out, and this animal was found the following spring in much better condition than when it had been abandoned as useless. Mr. Pritchard had 250 head of cattle to winter this year. He has moved these over to the wood country on the north side of the river, where he has stables and hay put up. The young cattle will not be stabled, but will be fed. Horses not being worked will do very well running out all winter without any feeding except what they pick for themselves, and will come out fat in the spring. Cattle have not the ability to "rustle" their living during the winter like horses.

Isaiah McCall, for ten years a resident, has farmed six miles from Prince Albert and raised stock, giving his attention mainly to the latter. He has found the seasons favorable and has always had a good crop of coarse grain, having given little attention to wheat. The season of 1890 he had a good volunteer crop of oats and barley. He had intended summer fallowing the land and did not plow it in the fall, but a crop came up in the spring from seed that had fallen from the previous crop. This looked so well that it was allowed to grow, and produced a crop of 25 to 30 bushels per acre. Mr. McCall has some imported Durham cattle and they have done well with him.

S. J. Donaldson, who came into the country in 1876, and served in the Mounted Police force, has farmed for six years. He has grown feed grains principally for his livery business in Prince Albert. He grew some flax one year as an experiment, and it produced an immense crop of seed. He threshed 2,000 bushels of oats off 30 acres in 1888, 1890 had the same quantity from an acre or two less of land. The crop was estimated by counting the number of sacks. In 1869, the dry year, he only had 400 bushels off the same acreage.

The evidence of actual settlers is about the most valuable matter that can be published concerning a country, hence we have given considerable space to this class of matter. The paper could be filled up with similar statements from other settlers, but it would be a repetition of what has already been reported. Suffice it to say that the residents are satisfied with their location. They one and all believe they have secured a home in the very garden of Canada, and have unbounded faith in the future.



## The Territory of Saskatchewan.

Saskatchewan is the largest and most central of the four provisional districts, which for representative and other purposes were carved out of the territories by the Dominion Parliament in 1882. Its area is 106,700 square miles. In shape it is an oblong parallelogram which extends from Nelson River, Lake Winnipeg and Manitoba, on the east to the 112th degree of west longitude on the west, and lies between, or, rather, slightly overlaps the 52nd and 55th parallels of north latitude. It thus includes a larger proportion of the so-called fertile belt than any of the other territorial districts, and is almost centrally divided by the main Saskatchewan River, which is altogether within the district, and by its principal branch, the North Saskatchewan, most of whose navigable length lies within its boundaries. It includes in the south but a small proportion of the Great Plains, and in its general superficial features may be described as a mixed prairie and wooded region, abounding in water and natural hay, and well suited by climate and soil for the raising of wheat, horned cattle and sheep. It may in fact be described as the Ontario of the Northwest, its prairies corresponding to the cleared portions of that province, whilst its timber areas to the north give it a like value in the industrial future. It is the wheat growing district too which lies nearest to the Hudson's Bay, and like Ontario its boundaries may be so extended north-west as to make it a maritime province, and a vast entrepot for interior trade. Its climate may be briefly described as corresponding to that of Manitoba.

Owing to the deflection of the Canadian Pacific Railway this great region has remained comparatively dormant and unknown since 1882. But down to that period the presumption was that the great national highway would pass through the fertile belt, and hence a number of settlements were formed on both branches of the Saskatchewan which in spite of remoteness from railway transport constantly thrived, and increased solely upon internal sources until overgrowth made a railway outlet and connection with the eastern markets a necessity. To meet the pressing wants of these communities the government in 1889 came to the assistance of one of the chartered railways whose projected line extended from Regina to Prince Albert, a distance of 250 miles, and by the first of October of last year the rails were laid, and the road is now completed and in full working order between these two towns. Next year railway communication will be extended to Battleford, thus supplying all the existing communities on the Saskatchewan with an outlet. Other great regions with unbounded fertility lie to the south and south-east of Saskatchewan, however, regions which would long ago have been opened up for settlement had the Manitoba and Northwestern Railway fallen at the first into the hands of an energetic company. This road starts from Portage la Prairie and penetrates in a northwesterly direction, bisecting a magnificent country all the way to Prince Albert, which is its future terminus. Unfortunately, however, only 225 miles of this important line have been constructed, though it is one of the oldest charters in the Northwest and though a large settlement was formed at Carrot River many years ago in the faith of its extension. Public interest now being aroused, there can be little doubt that the "Air-Line" connection, which the completion of this road will give between Win-

nipeg and the Saskatchewan, will soon be an accomplished fact, and that a large tide of immigration will follow to fill up and fructify the great country which lies between the Prince Albert settlement and Manitoba. Another great railway projection, which to the territories, is the most important of all, is that of the line from Prince Albert to Churchill on Hudson's Bay. The whole eastern and western world is now becoming conscious not only by the pressing necessity, but by the vast importance of this road from a trade and military point of view. To Great Britain it is a matter of imperial interest, for, while the Suez canal and the Canadian Pacific Railway might be easily closed by an enemy, the Hudson's Bay route would give her an impregnable military highway over only 1,700 miles of railway from Bay to Coast all of which would be situated far beyond the American boundary, and in a defensible country lying north of two immense rivers. But we must pass from railways built or projected to other matters of interest. The principal "towns" of the district aside from Prince Albert are Battleford, Stobart or Duck Lake, Saskatoon and Kinistino. Duck Lake is about 40 miles west of Prince Albert, and lies between the north and south branches of the Saskatchewan, here about 18 miles apart. This young town is surrounded by a magnificent wheat growing country, the prairies particularly to the west of it being of great extent, very level, fertile and easily worked. It is situated directly on the line of railway here which promises to become an important grain centre in the near future. Mr. Hillyard Mitchell, M. L. A., of the firm of Stobart & Mitchell, has his ranch near this town where are to be seen a noble herd of Polled Angus cattle and the only band of Kyloes in Saskatchewan.

Battleford the former capital of the Territories, is beautifully situated on the North Saskatchewan, 150 miles west of Prince Albert and is a station of the Northwest Mounted Police, and a place of increasing importance. Grain is grown in abundance on its surrounding prairies, timber is plentiful to the north and west, and grist and saw mills find profitable employment in supplying the needs of a growing settlement. The oldest newspaper in the Territories, the *Battleford Herald*, a well edited sheet was started, and still issued here, and some of the largest importing houses of the interior have their headquarters in this enterprising town.

Saskatoon, a creation of the Temperance Colonization Company, has not thriven like the towns already mentioned. The plains in this region partake somewhat of the character of the "Great Plains" to the south of them and are poorly watered, except immediately along the South Saskatchewan river. Their vegetation is not so luxuriant and timber is scarce. The railway station has been placed upon the opposite, or north, bank of the river and it is likely that a more enterprising town will spring up there which will draw its trade from the richer prairie country to the north. It must be said, however, that even on the plains south of Saskatoon there are some large stock ranches which are said to be profitable. But even so, there can be little doubt that the principal value of these plains in the future will be as a grazing country for sheep, which as winter approaches, can be easily driven north for shelter and winter food. Kinistino is in its infancy and must only be spoken of, as yet, in connection with the unrivalled country around it. It lies about 40 miles southeast of Prince Albert and from the crossing of the south branch eastward, and indeed in all directions from Puctralin to Fort a la Corne, from the Birch Hills, Carrot

River and the Water-hen Lake to the Hoodoo country and beyond is one vast expanse of rich soil, luxuriant grass and convenient timber. The extension of the Manitoba and Northwestern Railway will convert this great region into a garden, and then Kinistino will speedily rise into importance and take its place with the Portage la Prairies and Brandons of Manitoba.

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## Prince Albert's Railway.

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A new era was inaugurated in the history of Prince Albert and district in October last, when the last spike was driven in the railway which was to give the place connection with the outside world. The people had been so long isolated from the rest of the Dominion, that the occasion was made one of general rejoicing. Here a community of several thousand people had existed for years, 300 miles distant from the nearest railway, and it may be imagined that the advent of the iron horse was welcomed in a most enthusiastic manner. The long cherished hopes of the settlers were now being realized.

The distance from Winnipeg to Prince Albert by rail is 604 miles. The route is from Winnipeg to Regina on the main line of the Canadian Pacific. Cars are changed at Regina to the Prince Albert branch of the Canadian Pacific, the length of the latter road from Regina to Prince Albert being 247 miles.

Construction on the Prince Albert branch was commenced in 1885, when about 20 miles were completed from Regina northward. The road was then known as the Qu'Appelle, Long Lake and Prince Albert railway. Nothing further was done on the road for some years, and the portion constructed was not operated.

During the meeting of the Dominion Parliament in the winter of 1888-89, additional assistance was granted to this railway, with the object of securing its speedy completion. The Prince Albert people, through their representative in Parliament and in other ways had pushed the matter very earnestly, and it was agreed that a special effort should be made to open the district by railway communication. Arrangements were made by which the Canadian Pacific Company would control and operate the railway after completion, and construction was pushed vigorously during the summer of 1889, rails being laid that season as far as the crossing of the south Saskatchewan river at Saskatoon. During the winter of 1889-90 material was prepared for a bridge across the river, and the following summer the road was completed and opened to Prince Albert in October last. Since then it has been regularly operated as a branch of the Canadian Pacific system.

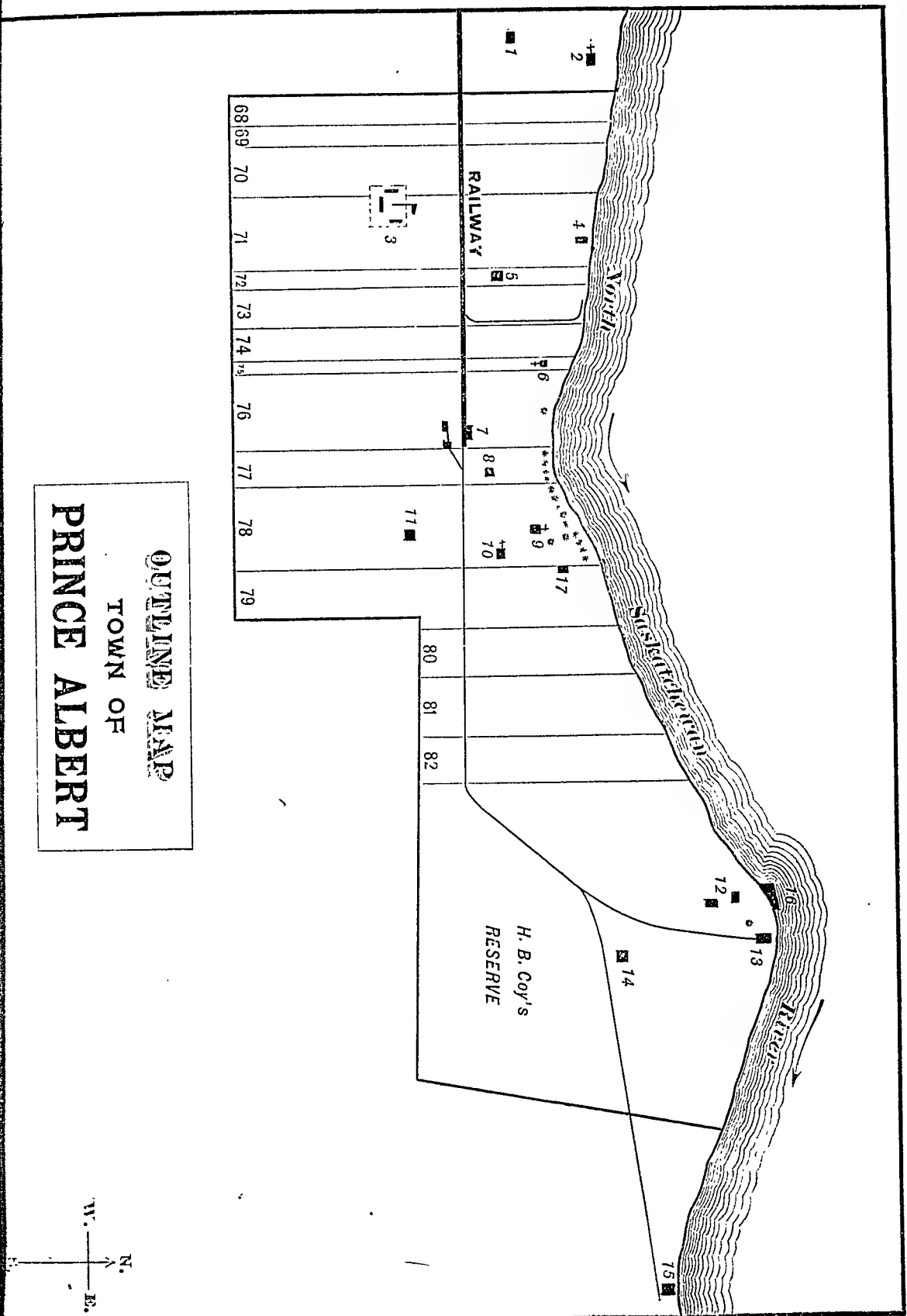
Prince Albert has now its first railway, but it will not stop at this. The Manitoba and Northwestern, which is now completed 279 miles in a northwesterly direction from Winnipeg. (The Northwestern reaches Winnipeg over the main line of the Canadian Pacific from Portage la Prairie), has its objective point at Prince Albert. This road runs through a very rich country for its entire distance, both completed and projected. Prince Albert people look forward with confidence to the time when the Northwestern will give them a second outlet.

But what is most enchanting to the Prince Albert people is the prospect of a road to Hudson's Bay. The geographical position of the town marks it as a likely starting point for a railway to the great inland sea. The Prince Albert branch of the Canadian Pacific is looked upon as likely to become a link in a railway to Hudson's Bay. Prince Albert is now the nearest point to the bay reached by rail by several hundred miles. This is a forcible argument to start with, in addition to the fact that it is on a line with any railway which may be constructed in the future from any point in the territories south of the Saskatchewan to Hudson's Bay. In the event of the Winnipeg and Hudson's Bay Railway being built (which is now a certainty, in a short time) Prince Albert could be connected with the latter road by a direct line running easterly through the rich Carrot river country. A road from Prince Albert running in an easterly direction to connect with the Winnipeg and Hudson's Bay Railway would run through a country which is regared by some explorers and others as without exception the very richest and finest agricultural and stock region in Canada. Professor Macoun, botanist, etc., speaks very highly of the wonderful fertility of the soil through this region.

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## Key of Map.

The outline map of the town of Prince Albert is intended to show the location of principal public buildings, etc. The heavy line extending around the plan represents the corporation limits. Figures 1 and 2, outside of the corporation limit at the west end, show the location of Emanuel College and St. Mary's Church respectively. Figure 3 shows the Mounted Police Barracks; 4, Sanderson's Saw Mill; 5, R. C. Convent; 6, R. C. Chapel; 7, Railway Station, Round House, Coal Sheds, etc. 8, Central School; 9, St. Paul's Presbyterian Church; 10, St. Alban's Church; 11, Court House and Jail; 12, Hudson's Bay Co's Head Store and Offices; 13, Hudson's Bay Flour Mill; 14, East End Public School; 16, Steamboat Landing; 17, Good-fellow's Sash and Door Factory. Figure 15 shows Moore & Macdowell's Saw Mill located outside the corporation at the west end. The stars (\*) show the central business portion of the town. The heavy line shows the location of the Railway into the town, and the lighter lines are proposed railway switches or extensions of the line. Some work has been done toward extending the railway eastward, and next summer it is expected it will be completed as far as Moore & Macdowell's mill, with a switch to the Hudson's Bay Co's mill. A proposed switch to the river, through lot 73, is shown. The principal business portion consists of a single row of Stores, fronting on the river. The country along the Saskatchewan river in the Prince Albert district is divided on the parish lot principle—that is long, narrow farms, of irregular width, extending back from the river. The plan shows the parish lots within the corporation. The lots are numbered from east to west. The town was started on lot 78, known as the mission property, and the principle portion of the town is still on this property, but it has grown out over adjoining property. There is also a considerable collection of buildings about the Hudson Bay Co's quarters; also scattered residences throughout other portions of the town, particularly along the river front toward the west end. Parties investing in real estate will find this plan useful, as town lots will be known as sub-divisions of the various parish lots shown on this plan. The corporation limits from east to west is about two and a half miles, and extends south from the river one mile at the west end and about half a mile in the centre. Across the river, opposite the town is a large park reserve. It is unbroken forest on the north side of the river, and the land is all held by the Dominion Government from sale or settlement, except the park, which has been granted to the town.



# Prince Albert.

A TOWN THAT EXPECTS TO BE A CITY IN THE NEAR FUTURE—A  
BEAUTIFUL SITE AND A FERTILE COUNTRY SURROUNDING IT.

From the "Free Press," Dec. 20th, 1890.

In the tales of travellers, and little of the reality is known by the outside world, the north Saskatchewan country has been described in glowing language—it has been pictured as the richest and most beautiful part of the vast territory lying between the Red River and the Rocky Mountains. The terms "this is the best part of the country" and "that is the best part of the country" have been much used and abused, until now the expression evokes a laugh; the settler with local patriotism invariably applies it to the particular locality in which he lives, the strangers apply it to the particular districts which they may happen to visit without a thought of what lies beyond the scope of their knowledge. One, however, who has been in all sections of Manitoba and through the territories on either side of the C. P. R. main line, and noted the characteristics of the country, must frankly admit that there is a large degree of justification in giving the great Saskatchewan valley precedence, in point of beauty and fertility among the best agricultural tracts of and in the Canadian prairie region.

In the heart of this valley stands the town of Prince Albert, straggling for three miles along the south bank of the North Saskatchewan river, a noble stream, navigable for five hundred miles to the west and five hundred miles to the east of this settlement. Prince Albert is surely a remarkable town, considering the circumstances under which it has sprung up. It is a place of greater size than is generally thought; it has numerous stores, and other places of business, including two banks, two flour mills, three sawmills, one with a capacity of 50,000 feet per day. It has two churches, several fine schools, teaching the higher as well as the elementary branches, a neat brick court house, a brick registry office, hotels, etc., and not a few residences both brick and frame, which would be a credit to old settlements in the east, and in these homes one finds the comforts, nay luxuries, with which people of means and culture are wont to surround themselves, and which one does not expect to see outside old communities. There is a strong detachment of the Mounted Police stationed here, occupying the barracks, the finest with one exception in the Northwest; these are situated in a commanding position on the hill overlooking the town. The policemen here are a fine lot of men, intelligent, soldierly and gentlemanly. The judge of the judicial district of Saskatchewan, the sheriff, Dominion land agent, Crown timber agent, homestead inspector and other government officials reside in the town. Unlike many Northwest "towns" it has assumed a definite shape, is established firmly and it has beyond, peradventure

A GOOD FUTURE.

Its history dates back to 1866 when the late Rev. James Nesbitt and Rev. Jas. McKay, now living at Mistowasi's reserve, founded an Indian mission station on the present site of the town in connection with the Presbyterian church. Prior to the arrival of these missionaries the Hudson's Bay Co. had a small post in the vicinity and also farms, but when settlers from Red River colony and from points along the Saskatchewan began gathering about the mission the company recognized the importance of the location and removed their district headquarters there from Fort Carlton. Fourteen years subsequent to the founding of the mission a few settlers from Ontario began to find their way into the district and from 1880 to 1884 there was a rush of settlers who took up land in anticipation of the early advent of a railway from Winnipeg, and thus a small community of natives and immigrants was formed, though when the route of the projected railway was deflected southward a considerable number of the settlers abandoned their buildings and left for other parts. Merchants went into the district with the farmers and established themselves at Prince Albert and in a few months the barricaded mission which had hitherto been the most conspicuous object in the landscape was surrounded by trading stores. These merchants prospered, some of them having made considerable money, and the town grew apace. Being isolated, having connection with the railway only by a cart trail 250 miles long, and only a few of the small band of farmers being left in the district, one is led to enquire into the why and wherefore of its prosperity. Several causes have contributed to its progress—the money spent by the Indian department, the market offered by the Hudson's Bay Company for all wheat grown at good prices, but the principal reason is that the district is possessed of

GREAT NATURAL RESOURCES

and the settlers were enabled to secure right on the spot at a nominal cost what settlers in other parts of the country either had to secure at great cost, or perhaps were unable to get at all. Consequently money taken into the district was not sent east, but spent and kept in the community. If without railway communication, with but few farmers and depending mainly on the Indian and half-breed trade Prince Albert was able to make such progress, what must its future be now that a railway affords an outlet for agricultural produce which will give a stimulus to settlement and be an encouragement to the present settlers to till their farms to their fullest extent? What must Prince Albert be when a line of railway connects it with the Hudson's Bay, and another draws to it the trade of the country to the northwest as yet entirely unsettled, and it is brought a hundred miles or more nearer the great lakes by a railway running directly northwest from Winnipeg; and when thousands of settlers are tilling the wonderfully rich land of the great valley of the North Saskatchewan?

As a commercial point, as a point of economic importance in the development of the Northwest, Prince Albert stands pre-eminent. It is the true hub of the fertile belt; it is the key to the whole Saskatchewan country. With a railway to Hudson's Bay, another southeast to Winnipeg, another to the northwest, together with the present line to the north and

south, the 500 miles of river navigation to the east and 500 miles to the west, it commands the situation. What it needs now is settlers and the railways referred to will materialize as the necessities of the country demand them ; and the settlers will come too when once the attractions of the country become known. Speaking of the Hudson's Bay Railway it is interesting to know that Prince Albert is as near Liverpool as Ontario and New York State, and is nearer Hudson's Bay than Winnipeg, and is one thousand miles nearer San Francisco than Chicago, and an air line to the Golden Gate, through Prince Albert to Hudson's Bay would finish a route to the old country for trans-oceanic trade to and from Great Britain that would be shorter

#### BY HUNDREDS OF MILES

than present routes. When one stands in the Saskatchewan valley and realizes the geographical position, one instinctively feels that the Hudson's Bay Railway is the road upon which the true development of the Northwest must depend. The people of Prince Albert have pinned their hope and faith on the route. The great basins of the Athabasca, Peace and Mackenzie rivers can also be most conveniently and directly reached by railway from Prince Albert. A local writer who has made a study of the Hudson's Bay route puts the case thus :—

"Prince Albert will be the point of departure from the great wheat belt for tide water ; for, though five hundred miles northwest of Winnipeg it is yet nearer Churchill than that city, and Churchill is the true harbor of Hudson's Bay. The largest ocean vessels can sail directly into the Churchill river, which, by a narrow entrance, encloses as commodious and safe a harbor as St. John's. No lightering is required, and this significant fact will when impending developments have taken place, very speedily extinguish York Factory, Port Nelson and all other rivals on the western main land as points of shipment for the grain of the Saskatchewan. One or more comparatively short lines of rail will yet carry the largest proportion of the wheat of the fertile belt of Prince Albert to Churchill, where the cars will be unloaded directly into the ocean steamers. The remainder may go by way of the great lakes, for presumably, Churchill is a summer port only, though this is by no means certain. But when the reader considers that Prince Albert is as near Liverpool as the city of Toronto, that it is the middle distance of one of the largest rivers in America ; that it is situated just where the prairie ends, and the true forests begin, he will readily understand that conditions so grouped must be of enormous importance in the future, that the triumph of economic law will be a mere question of time, and that the cereals of this country will, and must, find their way to England by the shortest, and, therefore, by the cheapest route."

In educational matters Prince Albert takes the leading place among Northwest settlements. In 1885 a high school was established in connection with the Presbyterian Mission and carried on under the direction of that church until the close of 1889. This high school assumed a new form in the early months of 1888, when it was incorporated by the Dominion Parliament as the Nisbet Academy, and during the summer a fine building was erected by moneys raised through the energies of Rev. Dr. Jardine. Educational work was carried on under his guidance until December, 1889 when the academy was destroyed by fire. The corporation, however, still exists ; the insurance money will be invested ; a considerable quantity of



land was given, as the nucleus of an endowment, from the mission property; and we expect to see the academy at some future time, rising from its ashes and fulfilling its destiny still more effectually than in the past. In addition to these institutions the public school accommodation has lately been increased by the addition of a high school branch, thus making Prince Albert one of the most important educational centres within the territories. Apart from these public institutions the Rev. Mothers of St. Ann's Convent carry on an educational work of much importance and Roman Catholic separate schools have been established in both the east and west ends of the town. The Rev. Mothers have a very fine convent, it being one of the best buildings in the town. Under the policy of the territorial government an efficient public school system has been inaugurated. The two school houses of Prince Albert, the centre and east end respectively, are a credit to the town, and the teaching conducted in each of them is of the highest order. Both schools are full to overflowing, and soon additional accommodation will require to be provided. These two schools built of brick, were erected at a cost, in the aggregate, of \$10,000. A ward school has already been found a necessity, and during the present season another brick building was erected for the accommodation of the children of the west end of the town.

Educational work of a higher class has not been neglected, In 1879 the late Lord Bishop of Saskatchewan founded Emanuel College for the education of missionaries and teachers for the missionary work of this diocese. It has been carried on by an efficient staff of professors since that time and has done a wonderful work among the Indian and half-breed populations. It is, no doubt, the nucleus of an important institution in connection with the future University of Saskatchewan.

Social life in Prince Albert is anything but dull. In the winter months life is made pleasant by a round of public dances, concerts, entertainments and sports; and in the summer months, cricketing, boating, fishing, shooting and driving furnish recreation and amusement. There are also national and fraternal societies fulfilling their purposes, so that in this far northern town, so long shut out from the rest of the world, there are the chief elements of civilized life.

The townsite of Prince Albert is regarded as the prettiest of all townsites in the Northwest. It is located on a plateau extending from a sloping hill to the river bank on the south side. Along this plateau or flat the town is built, but at present is scattered over a distance of three miles, there being the centre, and east and west ends. The centre is the most populous part, and extends backwards from the river over the hill. There is some doubt about where the town will finally be established, owing to conflicting interests, but the probabilities are that it will spread from the the centre. Business houses and industrial establishments will ultimately occupy the plateau, while the hill will be given up to private residences, churches, etc. The business street is now located on the river front, and is very long, and owing to the

#### WINDING OF THE RIVER

only short sections of it can be seen from any part. A photographic view of the town does not do it justice, as it is difficult to get a comprehensive view of the place excepting at a considerable distance. The site is extreme-

ly picturesque, commanding a pleasing view of the broad river and the pine covered country to the north. During the summer the landscape is beautiful. Being elevated considerably above the river the site in respect to sanitation is perfect. The river furnishes excellent water, noticeably free from alkali, for all domestic purposes. Good spring water can be obtained anywhere by sinking eight or ten feet. There is nothing lacking in the site to be desired, and twenty years hence a large city will undoubtedly be occupying the ground. Near Prince Albert there is a stone deposit which will supply material for building purposes, there is limestone in abundance and also a deposit of slate stone which can be used for door lintels, window sills and general decorations. There is an opening for a quarry and limekiln to-day. The town and district can also support a creamery, a meat curing factory, and other similar industries. The business men of Prince Albert are enterprising and public spirited, and ever ready to give their means and time to advance the welfare of the town and district. The Dominion representative for Saskatchewan, Mr. D. H. McDowall, resides in Prince Albert and conducts a large sawmill business. He intends to compete with the Rat Portage mills for trade on the C. P. R. main line. Mr. McDowall is very popular among his constituents. The mayor of the town, Mr. Knowles, is the leading banker of the place. He is always glad to give information concerning the country. The Queen's Hotel is the leading hostelry of the town. It is a commodious building and mine host, Oram, is well liked by travellers. It is a fact worth mentioning that dry goods and provisions can be bought in Prince Albert as cheaply as in Winnipeg, notwithstanding the high freight rates charged by the old cart trail. This is owing to the merchants being under but comparatively little expense for rent, salaries, etc.

#### PRINCE ALBERT DISTRICT.

In speaking of the agricultural district which surrounds Prince Albert it is safe to give the fullest freedom to one's expressions in singing its praises. The limits of the agricultural section of which Prince Albert is the centre extend to Fort la Corne on the east, and Duck Lake on the south, Fort Carlton on the west and the lake district twenty-five miles to the north. The area comprehended by those limits comprises many thousand acres of the choicest agricultural and mixed lands, which stand in their virgin state, inviting the farmer and stock raiser to come in and occupy them. The physical features of the country contain all the requisites for mixed farming. Side by side nature has furnished with land of unsurpassed richness, water, wood and hay, in such quantities and in such a way that every farmer may have on his homestead a grove of timber, a lakelet and hay in abundance. The country is totally different from the prairies of Manitoba and the plains of Assiniboia and Alberta. Besides being rich it possesses the charm of picturesqueness. It rolls back from the river in hillocks, plateaus, and ridges; at short intervals there is a grove of timber and then a lakelet, here and there a dell, now a creek, now a long inclined plain, etc., recurring successively for mile after mile to the east, west and south, resembling very much the midland counties of England. There seems to be a charm of beauty upon the land. On every section there is a pretty nook for the house, a park behind and a lakelet in front. These attractions would count for nothing did not the loamy soil blossom forth its richness

#### IN LUXURIANT GRASSES

and vines on the hill tops as well as in the hollows it is all the same, an even rank growth. In October the grass is so thick that it stands as high as the horses' bellies. Standing on the top of Red Deer Hill fifteen miles south of Prince Albert and 500 feet above the level, the hill seems to be in the centre of an immense basin, the sides of which slope back gently until they seem to mingle with the sky thirty or more miles away on all sides. Within that circle the whole surface of the country is held up for man's inspection, the small lakes glistening in the sunlight, and the aspen and pine groves standing out in bold relief against the yellow and brown of the ripened grasses, and here and there whitewashed houses of the settlers, and brousing herds lend an additional charm to the landscape. 'Tis indeed a sight which excites exclamations of admiration.

This country, which is so fertile, and withal so beautiful, must become the home of many thousand people. The idea that there was perpetual winter in the north, and that the country produced nothing but fur has long since been exploded; the question of growing wheat successfully has been decided beyond dispute, and husbandmen may go in and possess the land without any doubt about the cold or productiveness of the region. There is one thing that the Prince Albert people always impress on visitors, that is the total absence of

#### WIND STORMS OR BLIZZARDS

in winter, though the mercury at times falls very low. The country is no more liable to summer frosts, so experience has shown, than other sections of the Northwest, while, owing to the peculiar quality of the soil, a light, friable loam, crops do well in dry seasons. The quality of the wheat grown in the Prince Albert district is of the highest grade. This year all the best farmers reaped their crops in first-class condition, unaffected by frosts. As yet there has been little incentive to wheat growing in the district, the market having been limited, and the farmers have been devoting much of their attention to stock raising, and there are some large and exceedingly fine herds of cattle and flocks of sheep in the district. Horses and cattle run at large on the prairie all winter and come out in the spring "rolling fat." Sheep are sheltered for a couple of months only. Oats and barley give very prolific yields, the barley grown here being of the very finest quality. Now that railway communication has been established the farmers will doubtless sow larger areas of grain for the open market afforded by the line. To house himself comfortably here the farmer has every means at his disposal. The land on the peninsula between the north and south branches of the Saskatchewan is now pretty much in the hands of private parties, but farmers can purchase at the present time very cheaply, or crossing the south branch to the Carrot river settlement, or across the north branch to the Shell river district can secure free homesteads, the land being equally as good there as anywhere in the district. North of Prince Albert there is an extensive timber country which will supply cheap lumber for the district. There are also numerous large lakes which teem with whitefish, trout and other species of the finny tribe.

#### THERE IS ALSO COAL

on the Saskatchewan in immense quantities, and other minerals are known to exist. These resources are of importance to the district and all will contribute to its wealth and greatness.

The winter climate is much more agreeable than that of Manitoba. It is not windy in the winter, and there is the entire absence of "blizzards." The snow is seldom deep, and the falls are not frequent, the winter weather being generally brilliantly clear and exhilarating. The summer climate is simply delightful. Being in a higher latitude than Manitoba the daylight is longer and one can easily read small type by natural light at ten o'clock at night in the end of June. This lengthened sun-shine also contributes to the ripening of grain; the quality of wheat varies inversely as to the distance from the northern limit of its growth. Frost need not deter the immigrant from coming here. This is indisputably a wheat growing country, and an occasional frost is what has visited every new settlement in every province of the Dominion. The June frosts, for example, which do so much damage in Ontario, are unknown at Prince Albert. Of all the localities tributary to Prince Albert perhaps the most inviting is that known as the Shell River country which lies northwest of the Saskatchewan, a region which is to be surveyed and opened up for settlement at once, and which is within easy reach of the town by a good trail. It is drained by a beautiful gravelled stream of clear water bordered by the most luxuriant hay meadows in the country. The whole region is interspersed with clumps of spruce of good growth, furnishing a supply of the building timber of the best quality. Clear lakes, generally abounding in fish are numerous; game abundant, and the quality of the soil itself is all that could be desired. Indeed it would be difficult to exaggerate the interesting features of this beautiful region which is of great extent, and is entirely unoccupied as yet by settlers, and untouched by the speculator, or the landed corporation. The reserves of the Hudson's Bay Company end with the north branch of the Saskatchewan; colonization companies have no footing here; no railway reserves have been established, and therefore the immigrant will find in this region a fair field with no interested speculator to stand betwixt him and his patent.

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## Prince Albert as It Is.

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Summarized from "The Commercial," Feb. 2nd, 1891.

Parties who have visited this town since the railway reached it a few months ago invariably express surprise upon finding such a thriving place. They expected to find a little frontier hamlet of rudely constructed buildings, and with little sign of civilization. This was the belief of the representative of THE COMMERCIAL who visited Prince Albert a short time ago. But this idea is soon dissipated. Instead of this a well-built town of about 1000 population, with fine brick schools and churches and splendid private residences is found. Why is it, they ask, that Prince Albert has grown to be such an important place, situated as it was nearly 300 miles from a railway? Two main reasons can be given in explanation. First, there is the great wealth and wonderful natural advantages of the country surrounding, and secondly, the geographical position. In the latter respect, the place occupies a natural, geographical position for an important city. It marks the boundary between the great fertile prairie which extends westward from the Red River, and the great and valuable northern forest, which extends away through to Hudson's Bay. It is a natural railway terminal point. It is situated on a great system of

navigable water. Besides its geographical position, the natural advantages of the surrounding district were such, that parties who visited the district decided to remain, being convinced that in time these natural advantages would assert themselves, and that Prince Albert would become an important city. These far-seeing pioneers have made the place what it is to-day. When we consider that Prince Albert has attained to a place of such importance without the advantages of railway communication, we are bound to believe that the future has great things in store for the metropolis of Saskatchewan.

Prince Albert is an incorporated town. Among the local institutions is a board of trade. Here is also located the court house and jail for the territory. The other district offices are also located here, including the following: Sheriff's office, crown timber office, land office, office fishery inspector, forest ranger, inspector weights and measures, etc. A considerable force of Dominion Government Mounted Police is also stationed here, and a large barracks has been erected for this force. An electric light company has recently been established. A hospital is among the probabilities for this year. The religious life of the community is shown by the following denominations having churches: Presbyterian, English, Catholic and Methodist. The social societies are Masons, Royal Templars, St. Andrew's; also several athletic clubs.

Those who fancy that by going to this district they will be deprived of educational advantages for their children will see that they are laboring under a great mistake. There are few towns in Canada of the size of Prince Albert which enjoy as good educational facilities. Not only can the common school education be given, but there are also good facilities for higher education. There are three common public schools within the corporation, and one public high school, employing half a dozen teachers in all. Two of the school buildings—the central and the east end public schools, are fine two storey brick structures. An enlargement of the central school is contemplated this year. There are also two Catholic public schools, employing one teacher each. Besides the public schools there is Emanuel College situated near the western limits of the corporation. This college is conducted by the English church, and employs three teachers. Then there is the convent of the Catholic church, for young ladies, employing a large staff of teachers. An academy under the auspices of the Presbyterian denomination was also established some years ago. This was destroyed by fire last year, but will be rebuilt next summer. This shows that every care has been taken to provide for the education of the rising generation, not only in the rudimentary branches, but also in higher education, such as is usually only obtainable in larger towns and cities.

Lumbering is the principal local industry. There are two saw mills, one carried on by the firm of Moore & MacDowell, and the other by Jas. Sanderson. There are also one or two small portable mills in the district. Sanderson's mill is located at the west end of the town on the river bank. The capacity of the mill is 10,000 feet of lumber per day, besides lath and shingles, planing machine, etc.

Moore & MacDowell's mill is located at the east end, a short distance beyond the corporation limits. It has a capacity of 50,000 feet of lumber, 35,000 shingles and 20,000 lath, per day of ten hours, also planing

machines, etc. Besides the mills there is a sash and door factory. Mercantile institutions in all lines of trade are well represented, and there are two important financial institutions, one being a branch of the Imperial Bank of Canada and the other Jas. MacArthur's private bank.

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## **Homestead Regulations.**

All even numbered Sections excepting 8 and 26 are open for Homestead entry (160 acres) by any person sole head of a family, or any male over age of 18 years.

### **Entry**

Entry may be made personally at the local land office in which the land to be taken is situate, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, or the Commissioner of Dominion Lands, Winnipeg, receive authority for some one near the local office to make the entry for him. A fee of \$10 is charged.

### **Duties**

Under the present law homestead duties may be performed in three ways, to be decided on making entry :

1. Three years' cultivation and residence, during which period the settler may not be absent for more than six months in any one year without forfeiting the entry.

2. Residence for three years within two miles of the homestead and afterwards actual residence for 3 months in a habitable house erected upon it prior to application for the patent. Ten acres must be broken the first year after entry, 15 acres additional in the second and 15 in the third year; 10 acres to be in crop the second year and 25 acres the third year.

3. A settler may reside anywhere for the first two years, in the first year breaking 5, in the second year cropping said 5 and breaking additional 10, also building a habitable house. The entry is forfeited if residence is not commenced at the expiration of 2 years, from date of entry. Thereafter the settler must reside upon and cultivate his homestead for at least six months in each year for three years.

## **Free Homesteads**

Can be had within easy reach of Railway and in the Rich Districts of Carrot River, Stoney Creek, Birch Hills, Shell River, Carlton, etc.

**J. McTAGGART,**

DOMINION LANDS AGENT FOR PRINCE ALBERT DISTRICT,  
PRINCE ALBERT.

# LAND DEPARTMENT.

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**QU'APPELLE, LONG LAKE**

**AND SASKATCHEWAN**

**RAILROAD & STEAMBOAT CO.**

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**CHEAP FARMING LANDS**

**FOR SALE.**

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**TERMS**—One-tenth Cash, Balance in nine equal annual Instalments. Interest 6 per cent.

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For Local Information concerning these Lands, call on

**H. W. NEWLANDS** at Prince Albert.

**HILLYARD MITCHELL** at Duck Lake.

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**FOR FULL INFORMATION APPLY TO**

**OSLER, HAMMOND & NANTON**

**LAND DEPARTMENT,**

**381 Main Street, Winnipeg.**

# THE ADVANTAGES

WE HAVE TO OFFER:

## **FREE HOMES.**

**ABUNDANCE OF Rich Lands**



**Hay**



**Timber**



**Good Water**

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**CLIMATE - - Clear, Equitable, Healthful.**

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**WHAT WE  
HAVE**

**NOT GOT:**

**NO**

**Blizzards !**

**Cyclones !**

**Hail Storms !**

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**A country Unequalled**

**FOR MIXED FARMING.**

**A PLEASANT COUNTRY TO LIVE IN.**